



# **THE CLARKSBURG FIRE STATION**

Clarksburg, Maryland

## **MANDATORY REFERRAL FOR SITE SELECTION**

**Division of Building Design and Construction  
Department of General Services  
Montgomery County, Maryland  
February 5, 2010**

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## **THE CLARKSBURG FIRE STATION**

### **Mandatory Referral for Site Selection**

#### **Project Description**

In accordance with the 1994 Clarksburg Master Plan and the Fire Rescue Emergency Medical Services and Community Risk Reduction Master Plan, Montgomery County plans to build a modified Class 1 fire station in close proximity to the Clarksburg Town Center. As referenced in the enclosed Project Description Form (*see attachment # 1*) the fire station will be approximately 22,600 gross square feet and includes: four pull through apparatus bays, dormitory and support space, personnel living quarters, administrative offices, meeting room, and training rooms. The fire station will provide other essential services to the Clarksburg area which includes a Police satellite facility and an office for the Upcounty Regional Services Center. The purpose of this document is to request site selection approval from the Montgomery County Planning Department, Maryland-National Capital Park and Planning Commission (M-NCPPC).

#### **Site Selection**

The site selection process started in 2003 with the development of a site evaluation work group which included representatives (*see attachment # 2*) from Montgomery County: Fire and Rescue Service, the Upcounty Regional Services Center, Division of Capital Development, Office of Real Estate, M-NCPPC, the Department of Environmental Protection (DEP), the Washington Suburban Sanitary Commission (WSSC), the Hyattstown Volunteer Fire Department, the MC Fire Board, the Clarksburg Civic Association, and Clarksburg residents. The group was presented with the primary selection criteria (*see attachment # 3*) for the site of a Class 1 fire station. The criteria includes: accessibility, topography, size and shape, response time, traffic and noise impact, response time, area coverage, relational issues of surrounding fire stations, water service, high hazards, and special community needs.

In February 2004 the work group conducted a bus tour visiting eleven potential sites (*see attachments 4a and 4b*) in and/or near the Clarksburg Town Center target area. The group found that most of the sites are not compatible for a fire station. However, three sites were identified as promising and meeting most of the criteria and suitability factors. The three sites include: Site #1 located at the northeast corner of Route 121 (Clarksburg Road) and Whelan Lane; Site #2 located at the northeast corner of Route 355 (Frederick Road) and Stringtown Road (Town Center Area); and Site #3 located on Route 355 (Frederick Road) immediately north of Route 121 (Clarksburg Road).

## **Initial Site Selection**

The work group hosted a community open house on April 21, 2004 at which time the three proposed sites were presented for public information and discussion. The input from the meeting contributed to a feasibility evaluation of each site. The results are described on *attachment # 5*. The results of the evaluation favored Site # 2 at the northeast corner of Route 355 (Frederick Road) and Stringtown Road. The County recommended this site for the fire station location on October 28, 2004.

Upon the recommendation of Site # 2, the County began the property acquisition process in 2005 which included a lengthy negotiation process with the property owner. After being unable to reach an agreement with the property owner, the County eventually filed for condemnation of the property. During this time, development in the Town Center area proceeded at a rapid rate. This included the reconstruction of Stringtown Road and a significant amount of residential and commercial development adjacent to Site #2.

The reconstruction of Stringtown Road resulted with a vertical realignment of the road fronting Site #2. The grade change of the road resulted with Site #2 sitting approximately ten (10) feet lower than the road. Site #2 includes several existing structures which consist of a house, barn, and shed. The Historic Preservation Commission deemed the house and barn to be of historical significance. The historic house fronts Frederick Road (MD Route 355) and the barn sits behind the house along Stringtown Road. Both structures significantly reduce the useable size of the site. This would force all development to the rear of the site along Stringtown Road. The effects of the grade change combined with the location of the historic buildings at this location created constraints on the ability to develop the site for the proper egress and ingress necessary for the fire apparatus.

In addition to the obstacles listed above; commercial and residential development took place along Stringtown Road directly across from Site #2. This resulted with heavy traffic congestion at this intersection during morning and evening rush hours. The County learned that several of the new homeowners at the time of their purchase were not aware of Site # 2 as a potential location for the fire station. The Upcounty Regional Service Center received numerous inquiries and concerns about the impact and compatibility of a fire station at this location.

## **Revised Site Selection**

After considering the recent development and changes to the Town Center area, conflicts at Site #2, and concerns from community; the work group decided to conduct another review of the five sites that most closely fulfilled the selection criteria (*see attachment # 5*). The sites include:

1. The previously discussed site (#2) on the NE corner of MD Route 355 and Stringtown Road.
2. The current interim site at the Gateway Corporate Center.
3. The SW corner of MD Route 355 and Stringtown Road.

4. The two parcels on the west side of MD Route 355 north of MD Route 121.
5. Property on the west side of MD Route 355 and south of the Gateway Commons development.

As referenced on *attachment # 5* the work group performed a feasibility study of each of the five sites which list several factors such as: consideration for topography, environmental issues, existing and future roads, response time, access, community impact, and costs.

Sites #'s 1, 2, and 3 were not recommended due to overwhelming conflicts and challenges with meeting the selection criteria. The difficulties and problems with Site # 1 (previously referenced as site #2) were discussed in detail in this document and this location is not considered a suitable site for the fire station.

Site #2 is the interim site of the temporary fire station and located in the Gateway Corporate Center. This is a leased facility located in an industrial park. The problems with this location are listed on *attachment # 5* . In addition to the comments provided by the work group the temporary facility is located at the rear of the business park. The building is undersized and adjacent to several businesses including a restaurant. The parking lot is not sized and designed to accommodate fire apparatus. The fire apparatus must maneuver and navigate through a crowded parking lot shared with customers and delivery trucks that are often double park and impacts the response time of the Fire and Rescue Service. This site can not be considered for a permanent station.

Site #3 is located at the southwest corner of Stringtown Road and MD Route 355. The problems associated with this site are noted on *attachment # 5* . Since the time of the site evaluation more homes and businesses were constructed adjacent to this location. This site is too close to residential development and the Town Center. The impacts of the road realignment and the presence of historic buildings at this location significantly impact the site. Follow up reviews of this site concluded that it is no longer a desirable location for a fire station.

Site #4 is located along the west side MD Route 355 (Frederick Road) north of MD Route 121 (Clarksburg Road). This proposed site location will be discussed in detail following the review of Site #5 (see Final Site Selection).

Site #5 is located along the west side of MD Route 355 and south of the Gateway Commons development between Stringtown Road and Shawnee Road. The site is situated approximately a 1/2 mile from the target area for response times. This is a large site in a heavy residential area. There are several new homes abutting the property which were not constructed during the original site evaluation process conducted in 2004. The site includes steep slopes, a stream, and a forested area protecting the stream and acting as a wetland buffer. The stream divides the site into several un-useable areas. Access to the site requires major improvements to MD Route 355 which will most likely require the acquisition of additional right of ways to implement the necessary road improvements.

The other available access is through a residential street which is not preferred. Based on the site selection criteria, Site #5 is not a suitable location for the fire station.

### **Final Site Selection**

The site now selected for the fire station is Site # 4 (Parcels P004 and P050). This site is located (*see attachment # 6* ) along the west side of MD Route 355 (Frederick Road) approximately 190 feet north of MD Route 121 (Clarksburg Road). The site is situated approximately ¼ mile from the optimum target location as established by Fire and Rescue Service for response to Clarksburg and the surrounding areas (*see attachments No.7a,b,c* ). This location provides immediate access to the north and south via MD Route 355. It also provides excellent access to the east and west with its close proximity to MD Route 121.

### **Site Description**

The site consists of two forested parcels (P004 and P050) totaling 4.04 acres located adjacent to the limits of the Historic District. While the site is not located in the Historic District it is considered part of the Town Center District.

The parcels are essentially square and relatively flat with an embankment along the area fronting MD Route 355 which is about 5 feet at its highest point. Both properties are presently for sale and the County has reached an agreement for the sale price for Parcel P050. The site appears to satisfy the conditions established by the site selection committee and is considered the most suitable location for the Clarksburg Fire Station.

West of the site is a large forested area which is the proposed location for the Clarksburg bypass also known as Alternate Route 355/Observation Drive Extended. The location of this site provides excellent access to current MD Route 355, MD Route 121, and the future road network.

### **Master Plan**

The Clarksburg Master Plan recommends location guidelines for a Fire Station in Clarksburg stating: *that it should be both close to the Town Center and maximize access to the Study Area's road network*. The Master Plan designates the intersection of Frederick and Clarksburg Roads as the historic center of Clarksburg and proposes the creation of a 635 acre Town Center District.

The proposed fire station site is located within the Clarksburg Master Plan area between the Historic District and the Stage 4 Development Area (*see attachments #'s 8 and 9*). The site is also depicted as in the Ten Mile Creek watershed and the Clarksburg Special Protection Area (*see attachment #9*). While the property is not located in the Historic

District it is considered part of the Town Center and is within 190 feet of the intersection of MD Route 355 (Frederick Road) and MD Route 121 (Clarksburg Road).

A July 9, 2009 memorandum from the Montgomery County Planning Board Supervisor, Mary Dolan makes reference to sewer service for the Fire Station location site on Attachment 1/page 7 (*see attachment # 10* ). The memorandum states: *Properties in the Ten Mile Creek watershed in Stage 3—including those in the Historic District and the proposed fire station site—generally have conditional approval for sewer service, as established under the general; category map for Stage 3.*

The proposed site with its close proximity to the Clarksburg Town Center and existing road networks appears to comply with the Master Plan guidelines for location of the fire station.

## **Zoning**

Site #4 is zoned R-200 residential. However, the site is situated among several existing commercial properties. Bordering the south side of the site is the Damascus Community Bank. Directly across the street on MD Route 355 are three commercial properties which include: a plumbing company, garden center, and a dentist. The north side of the site is adjacent to a forested parcel.

The R-200 zoning designation allows for a building with a maximum height of 50 feet and setbacks of 40 feet from the public street, 12 feet from side yards, and 30 feet from the rear yard. Test fits were performed by the engineer which determined that the gross square footage of the combined parcels will provide adequate area for: the fire station program of requirements, compliance with the required set backs, and also adequate room to provide for the recently adopted Storm Water Management (SWM) requirements.

## **Environmental**

The subject property is located in a Special Protection Area (SPA) for the Ten Mile Creek watershed (a tributary of the Little Seneca watershed) and sits approximately 2 miles from Ten Mile Creek and the stream valley buffer areas. The site is mostly forested but is not part of a forest conservation area. The stand is comprised of deciduous trees with a small number of evergreen trees. A significant amount of the trees are dead and/or unhealthy. Most of the trees less than 4" in diameter at breast height (DBH) are dead. The largest tree is 58" DBH and is in very poor condition. A Phase I Environmental Site Assessment (ESA) was recently performed (see summary of results on page 8). A thorough Natural Resources Inventory will be performed during project design but this forest strand does not appear to be a high priority for retention because of its condition. A reforestation plan will also be provided during design. It is anticipated that potential exist for on-site tree save areas and off-site reforestation will be needed as well.

In December 2009 ESC Mid-Atlantic, LLC conducted a Phase I Environmental Site Assessment for Montgomery County. A Phase I ESA was performed for property assessment purposes prior to the County preparing offers for the purchase of the two parcels. ESC Mid-Atlantic, LLC submitted a lengthy report on January 8, 2010. The conclusion of the report stated *that this assessment has not revealed evidence of a recognized environmental condition in connection with the property*. Copies of the report can be provided upon request.

Green sustainable design is a major goal for this project. The facility will be designed to receive at least a LEED Silver rating from the United States Green Building Council (USGBC) rating system.

### **Funding**

This is an approved Montgomery County Capital Improvement Project, No.450300. As indicated in the attached Project Description Form ( *see attachment # 1*) funding is currently in place for the design phase of the project including land acquisition.

### **Availability of Utilities**

Existing utility poles located directly on the front of the parcels along MD Route 355 provide excellent access for electric, telephone, fiber optic, and Comcast services. An initial inquiry with Allegheny Power indicated that the current transmission lines at this location can provide the loads associated with the needs of the fire station.

Washington Gas was contacted about the availability of natural gas at this location. Washington Gas confirmed that there are distribution lines on MD Route 355 about 800 feet north of the proposed fire station site. Washington Gas indicated that a plan can be developed to provide service to the fire station.

### **Water and Sewer**

The Montgomery County Department of Environmental Protection (DEP) classified the proposed site as located in Washington Suburban Sanitary Commission (WSSC) water and sewer category W-1 and S-6. This indicates that public water is available but public sewer is not. The water main is located in MD Route 355 directly in front of the proposed site.

The Clarksburg Master Plan identifies the subject site as Future Service Area A-1 ( *see attachment # 11* ). The Montgomery County Department of Environmental Protection SPA Annual Report for 2001 also identifies the fire station site as located in Area A-1.



*The Master Plan states: that a gravity sewer may not be in place by the time the other Stage 2 triggers for the Town Center are met. To encourage the establishment of Town Center at the earliest feasible date, this Master Plan allows for construction of a temporary pump station and force main to serve the A-1 area. The service area should be limited to those properties that can logically be sewer by a pump station that would tie into the existing sewer line.*

Initial meetings with DEP and WSSC confirmed that public sewer service is not planned for this area until Stage 4 development of the Clarksburg Master Plan. However, some properties in the northern portion of the Historic District including the fire station site generally have conditional approval for a sewer service category change dependent upon confirmation that the WSSC can provide sewer service using approved capital projects. Further meetings with DEP and WSSC indicate that sewer service can be provided for the fire station site with a design including a pressure system with grinder pumps transitioning to the existing gravity flow system near Clarksburg Square Road.

DEP recently conducted a meeting to discuss immediate sewer needs in the Clarksburg Historic District. This includes: remaining Stage 3 development, resolving failing septic systems in the northern Historic District adjacent to the proposed fire station site, and the need to provide sewer service to the proposed fire station site. DEP is coordinating a plan (*see attachment # 12*) to provide a force main for the above referenced services in the Historic District. DEP is also taking the lead with a sewer category change request for the sewer service. This sewer plan appears to comply with the sewer service as described for Area A-1 in the Master Plan.

### **Storm Drain**

The proposed site is not currently served by a storm drain system. However, existing culverts are present in close proximity to the site at the intersection of MD Route 355 (Frederick Road) and MD Route 121 (Clarksburg Road). Currently, the existing contours of the site directs run off towards the above referenced storm drain system. A new onsite storm drain system will be designed to serve the proposed facility and it is expected to fully comply with the new Storm Water Management (SWM) and SPA regulations.

### **Special Protection Area and Storm Water Management**

The site is located within the Special Protection Area for the Ten Mile Creek watershed. The project team includes a civil engineer who is very experienced with Special Protection Areas and storm water management practices in Montgomery County. The engineer will fully develop a plan to apply the Best Management Practices (BMP) to minimize run-off and sediment during construction. The engineer will also design a permanent storm water development plan to treat surface runoff before it leaves the completed site and fully comply with the new storm water regulations adopted by the Maryland Department of the Environment (MDE).

Currently, the engineer has developed a concept plan for the permanent storm water management (*see attachment # 13*). The intent of the plan at this time is to demonstrate a practical system of storm water treatment that can be installed within the constraints of the site and compatible with the program of requirements of the fire station. The attached concept plan identifies nine bio-retention filters. The total number of filters may change during schematic design. Other elements of the SWM plan may include a green roof on the building and pervious pavement in the parking areas.

## **Traffic**

The site is located along the west side of MD Route 355 (Frederick Road) approximately 190 feet north of MD Route 121 (Clarksburg Road). This section of Frederick Road is designated as a B-1 (Business Street) roadway classification in the Clarksburg Master Plan. This provides a maximum of two travel lanes with a 50 foot right of way width.

The Master Plan considers this section of the Frederick Road as part of the Historic District. The Plan recommends that Frederick Road not be widened at this location due to impacts on historic structures and the character of the Clarksburg Historic District. The Master Plan acknowledges that intersection improvements may be necessary but such improvements should result in minimum impacts to contributing structures and the historic setting. The Plan also recommends that MD 355 (Frederick Road) be relocated approximately 500 feet west of the Historic District.

The engineer prepared a preliminary report in regard to locating a fire station along this section of MD Route 355. The concept schemes (*see attachment # 14*) require two driveways for the fire station. One driveway will be located at the north end of the proposed site at a high point of the road. This location will satisfy the requirements for a safe stopping distance for the posted speed of 30 mph in accordance with the ‘Sight Distance Quick Reference Chart’ as published by the Maryland State Highway Administration’s Engineering access Division.

The concept plan also includes a driveway at the south end of the site. This location does not provide the same site distance as referenced above. However, this location will be the dedicated driveway for the fire apparatus and emergency vehicles to access the fire station. It is anticipated that this driveway location include a station controlled traffic signal for the emergency vehicles. There also appears to be opportunities to vertically realign this portion of MD Route 355. The engineer will work with Maryland State Highway Administration to develop a thorough traffic plan once mandatory referral for site selection is approved.

## **Historic Resources**

Although, the proposed fire station site is located adjacent to the Clarksburg Historic District (*see attachment # 15*) it is not considered part of the Historic District. The site consists of two undeveloped parcels without any historic resources.

## **Community Outreach**

The Fire Station Site Selection Committee conducted two community open house meetings. One was conducted on April 21, 2004 during the initial site selection process and the most recent open house on April 21, 2009 during the revised/final site selection study.

The Upcounty Regional Services Center conducted the April 21, 2009 open house at the Clarksburg Community Center. This open house shared information related to the selection of the revised fire station site located at the west side of MD Route 355 (Frederick Road) approximately 190 feet north of MD Route 121 (Clarksburg Road).

To discuss the project and answer questions, representatives were on hand from: Montgomery County: Fire and Rescue Service, the Office of Real Estate, Department of General Services, and the Upcounty Regional Services Center. Approximately, ten residents including the President of the Clarksburg Chamber of Commerce attended the open house. The Office of the Upcounty Regional Director provided comment cards to the attendees and received positive comments from all who provided responses including the President of the Clarksburg Chamber of Commerce.

## **Summary**

After a very lengthy site selection process it is determined that there are very few sites in and/or near the Clarksburg Town Center area that meet the needs of the fire station program of requirements and also comply with the site selection guidelines referenced for Public Facilities in the Clarksburg Master Plan.

The selected Site # 4 located north of the intersection of Frederick Road and Clarksburg Road appears to fulfill both the guidelines of the Master Plan and the selection criteria established by the site selection committee. As noted in the Master Plan this location is close to the Town Center and maximizes the access to both current and future road networks. Site # 4 also fulfills the most critical selection criteria with its calculated response time and optimum coverage of the Clarksburg and surrounded areas when coordinated with current and future fire stations.

After considering the results provided by the site selection committee (including representatives from Fire and Rescue Service) and the positive feed back from the residents at the open house, the Upcounty Director, the Chief of and the County's Chief Administrative Officer both recommend moving forward with the acquisition of Site # 4 for the Clarksburg Fire Station.

At this time the Department of General Services looks forward to the comments and concurrence of the Montgomery County Planning Department to move forward with the above referenced site selection.

## **ATTACHMENTS INDEX**

Attachment # 1- Project Description Form.

Attachment # 2- Work Group and Site Selection Committee.

Attachment # 3- Site Selection Criteria.

Attachment # 4a- Sites.

Attachment # 4b- Sites map.

Attachment # 5- Revised Short List of Sites.

Attachment # 6- Selected Site location.

Attachment # 7 a, b, & c- Response Times to Final Three Sites.

Attachment # 8- Location of Site on Master Plan.

Attachment # 9- DEP 2003 Plan for Sewer in Historic District and Selected Site.

Attachment # 10- Master Plan Reference for Sewer in Historic District Area.

Attachment # 11- Master Plan Sewer and Water Staging for Clarksburg.

Attachment # 12- DEP Possible Plan for Sewer to Historic District Area.

Attachment # 13- SWM Concept Plan for Fire Station Site.

Attachment # 14- Test Fit and Site Layout for Fire Station.

Attachment # 15- Master Plan Historic Resources Map.

# ATTACHMENT #1

## Clarksburg Fire Station -- No. 450300

Category	Public Safety	Date Last Modified	June 05, 2008
Subcategory	Fire/Rescue Service	Required Adequate Public Facility	No
Administering Agency	General Services	Relocation Impact	None
Planning Area	Clarksburg	Status	Preliminary Design Stage

### EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	2,011	14	1,351	646	0	302	344	0	0	0	0
Land	2,000	384	1,616	0	0	0	0	0	0	0	0
Site Improvements and Utilities	579	0	579	0	0	0	0	0	0	0	0
Construction	400	0	400	0	0	0	0	0	0	0	0
Other	2	2	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>4,992</b>	<b>400</b>	<b>3,946</b>	<b>646</b>	<b>0</b>	<b>302</b>	<b>344</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### FUNDING SCHEDULE (\$000)

G.O. Bonds	4,992	400	3,946	646	0	302	344	0	0	0	0
<b>Total</b>	<b>4,992</b>	<b>400</b>	<b>3,946</b>	<b>646</b>	<b>0</b>	<b>302</b>	<b>344</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### OPERATING BUDGET IMPACT (\$000)

Maintenance				403	0	0	49	118	118	118
Energy				304	0	0	37	89	89	89
Program-Other				178	0	0	25	51	51	51
<b>Net Impact</b>				<b>885</b>	<b>0</b>	<b>0</b>	<b>111</b>	<b>258</b>	<b>258</b>	<b>258</b>

### DESCRIPTION

This project provides for a new Fire and Rescue Station in the Clarksburg area and the purchase of associated apparatus. The new facility will be located on a yet to be determined site in the vicinity of MD 355 (Frederick Road) and Stringtown Road. The new station will be constructed in accordance with square footage specifications of the Prototype Program of Requirements (POR) for a Class I fire station. A Class I fire station ranges from 19,550 to 20,135 gross square feet and includes apparatus bays, dormitory and support space, personnel living quarters, administrative offices and meeting/training room. This station will also include offices for a battalion chief, a Police satellite facility, space for the Upcounty Regional Services Center and personal protective equipment storage totaling 2,589 square feet. On-site parking will be provided. Fire/rescue apparatus to be purchased for this station includes an aerial truck, a tanker and a brush truck.

### COST CHANGE

Decrease due to removal of previously approved funding for construction, apparatus, furniture, and equipment as project is still in the site selection process.

### JUSTIFICATION

A new station is necessary in this area due to the present and projected population density for the Clarksburg area. Clarksburg is expected to increase from a few thousand residents to more than 25,000. The Clarksburg Town Center is envisioned to include a mix of housing, commercial, retail, recreation, and civic uses with the Clarksburg Historic District as the focal point. Residential areas include the Newcut Road neighborhood, the Cabin Branch neighborhood, the Ten Mile Creek area, the Ridge Road Transition area, the Brink Road Transition Area, as well as projected residential development in the Transit Corridor District and the Gateway Center.

This project is recommended in the Fire, Rescue, Emergency Medical Services, and Community Risk Reduction Master Plan approved by the County Council in October 2005 and the MCFRS Station Location and Resource Allocation Work Group, Phase I Report, "Need for Upcounty Fire-Rescue Resource Enhancements," October 14, 1999. Development of this facility will help Montgomery County meet the NFPA 1710 Guidelines.

### OTHER

Land acquisition will be funded initially through ALARF, then reimbursed by an appropriation from this project. The total cost of this project will increase when final land expenditures are determined and off-site improvements are programmed.

### FISCAL NOTE

The project provides for the design phase only. Final construction costs will be determined during the design development stage. Debt service for this project will be financed with Consolidated Fire Tax District Funds.

### OTHER DISCLOSURES

#### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY03	(\$000)
First Cost Estimate		
Current Scope	FY09	4,992
Last FY's Cost Estimate		15,063
Appropriation Request	FY09	-9,273
Appropriation Request Est.	FY10	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		14,265
Expenditures / Encumbrances		1,552
Unencumbered Balance		12,713
Partial Closeout Thru	FY06	0
New Partial Closeout	FY07	0
Total Partial Closeout		0

#### COORDINATION

Montgomery County Fire and Rescue Service  
Department of Police  
Upcounty Regional Services Center  
Department of General Services  
Department of Permitting Services  
Department of Technology Services  
M-NCPPC  
State Highway Administration

Special Projects Legislation was approved May 25, 2006 (Bill No. 07-06)



**ATTACHMENT # 2**

**Clarksburg Fire Station Site Work Group**

**Community Representatives:**

Desjardins, Janet	Terrabrook
Hackey, Potsie	Upcounty Citizens Advisory Board
Howie, Steve	Clarksburg Civic President
Keen, Jeff	Terrabrook
Searles, Thomas	Clarksburg
Woodfield, Thomas	Clarksburg
Woodson, Joanne	Clarksburg Civic Historian

**Hyattstown Volunteer Fire Department:**

Scotty Testerman	President
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**County Government:**

Gutschick, Scott	FRS
Hayes, Steve	DPWT Real Estate office
Hislop, Nancy	URSC Community Liaison
Lamborn, Martha	Office of Management and Budget
Matthews, Catherine	Director Upcounty Regional Services Ctr.
Shorb, Neil	FRS
White, Larry	DPWT Capital Projects
Wilson, Jan	DPWT Capital Projects

**Other Resource People:**

Daniel, Ed	DPWT
Maskal, Nellie	Park and Planning
Weisgerber, Joe	Montgomery County Volunteer Fire Assn
Doug Edwards	Hyattstown Fire Chief

### ATTACHMENT # 3

## CONSIDERATIONS IN SITING A FIRE STATION

### STATION LOCATION CRITERIA

- Response time
- Population – density and total population served
- Special needs populations
- Incident call load
- Area of coverage
- High hazards
- Water supply for fire suppression

### SITE SUITABILITY FACTORS

- Size – 3-5 acres is preferred (required if a Class 1 station like Clarksburg station)
- Shape/dimensions – sufficient width and depth
- Topography – preferably level
- Access to major roadways – preferably north-south and east-west
- Egress and ingress of fire-rescue apparatus and citizens' vehicles
- Not located on or at bottom of a steep grade
- Compatibility with surrounding land-uses
- Soil composition/stability
- Utility hookups – electricity, water, gas, phone, cable TV, IT systems
- Well and septic suitability if municipal water hookup not possible
- Cost
- Special considerations – ecological issues, located in a historic district?
- Pedestrian safety

### PROPER SITING OF STATION IS VITALLY IMPORTANT

- Station will likely be operational for 30+ years, so if it is in the wrong location, it will negatively impact service delivery for the life of the station
- Career staffing costs are recurring<sup>1</sup>, so resources will not be used efficiently over the life of the station if it is improperly located

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<sup>1</sup>Annual cost to minimum staff a 3-person unit on 24/7 basis with career personnel is about \$1.1 million

# CLARKSBURG FIRE STATION SITE EVALUATION CHART

PARCEL	ADDRESS	SIZE	SHAPE & TOPO	AVAILABILITY	COMMENTS
Rt. 355 & Stringtown Rd.- P-198	23200 Stringtown Rd.	4 acres	'L' / Poor	Yes	Not Next House
Rt. 121 - P340	Rt. 121 - Next to Church	17.99 acres	Rectangle / Good	Yes ?	
Clarkwood - P909	Rt. 121 & Whelan Ln.	46.20 acres	Rectangle / Good	Yes ?	Only Full Parcel for Sale
Clarksburg Venture - P800	Whelan Ln.	82.120 acres	Rectangle / Good	?	
Hammerhill - P-311	23310 Frederick Rd.	3.06 acres	'T' / Poor	Yes	Historic House
P-060	Rt. 355	.75 acre	Rectangle/ Average	?	
P-050	Rt. 355	- 2.040 acres	Rectangle/ Average	?	
P-004	Rt. 355	- 2.00 acres	Rectangle/ Average	?	
P975	Rt. 355	.75 acre	Rectangle/ Average	?	
P-921	Rt. 355	.50 acre	Rectangle/ Average	?	
P-888	Rt. 355	3.36 acres	Rectangle/ Average	?	

ATTACHMENT # 4a





CONFIDENTIAL

## Clarksburg Fire Station Alternative Sites Review

Location	Details	Cost	Comments
<i>Attachment #1</i> Current Site - at NE corner of Stringtown Road & Rt. 355, P198 & P233	4 acres P233 already acquired for \$375k	P198 in condemnation, asking \$3 mil plus \$200 - \$300k development costs; we're offering \$1,075,000 Current owner paid \$975k in 7/06	<ul style="list-style-type: none"> <li>Meets operational and response time requirements</li> <li>Concerns of impact on the Historic District</li> <li>Edge of Town Center in compliance w/Master Plan</li> <li>Environmental issues - sloping site and wetlands mitigation</li> <li>Unwilling seller</li> </ul>
<i>Attachment #2</i> Current Interim Site located at Gateway Corporate Center	Currently occupy 1 bay of 30,613 sf bldg on 5.13 acres 2 <sup>nd</sup> bldg is 47,247 sf on 5.19 acres	Would have to condemn two parcels in order to not create uneconomic remnant N695 (47,247 sf bldg) for \$8.5 mil N764 (30,613 sf bldg) for \$5.5 mil Based on \$180/sf of bldg Purchase Range \$12 - \$15 mil Possibility of offsetting lease savings to fill smaller second warehouse \$450k annually	<ul style="list-style-type: none"> <li>Currently operating successfully from this location, but operation isn't fully equipped or staffed</li> <li>Bldg not designed as fire station may not withstand typical 50 year lifespan</li> <li>Some design inadequacy due to retrofit</li> <li>Demolition and reconstruction may be necessary</li> <li>Unwilling seller</li> <li>May require relocation of adjacent eatery</li> <li>Condemnation could take 18 - 24 mos</li> </ul>
<i>Attachment #3</i> SW corner of Stringtown Road & Rt. 355, Gateway Commons <i>* this site was suggested by CTCAC, but further examination finds the site to be too small.</i>	4 acres to be carved out of current site plan in area of townhouse lots - replaces 20 MPDU units	Replace 20 units - \$3.5 mil May have to pay some reimbursement for Observation Dr. and Stringtown Rd Reimbursement for Redesign - \$500k - \$700k	<ul style="list-style-type: none"> <li>Preferred by community</li> <li>Results in loss of some dedicated parkland</li> <li>Site was found to be inadequate in size after further detailed analysis</li> </ul>
<i>Attachment #4</i> On Rt. 355 north of Rt. 121 and west of Rt. 355	2 vacant parcels totaling 4.04 acres, zoned residential P004 - 2 acres - willing seller P050 - 2.04 acres -	Asking \$900k for P004 Staff opinion of value for both parcels \$1 - 1.2 mil	<ul style="list-style-type: none"> <li>Site is 1/4 mile away from target site for response times</li> <li>Directly across from historic district so that all trips southbound would go through the district</li> <li>Ingress/Egress via Rt 355 may require lowering the road, providing a turn lane and signalization.</li> <li>Access is now available across the road</li> <li>Optimal ingress/egress would be via unprogrammed portion of Observation Dr.</li> <li>Willing sellers</li> </ul>
<i>Attachment #5</i> Choi Property, on west side of Rt. 355, south of Gateway Commons development	24.36 acres in 2 parcels N780 10.98 acres N888 13.38 acres Total 24.39 acres - may have 16 buildable acres	On market for \$10mil - based on contract that fell through Staff opinion of value \$6-8 mil	<ul style="list-style-type: none"> <li>Site is 1/2 mile south of target area for response times</li> <li>Stream, slopes and ROW render approx 1/3 of site unbuildable</li> <li>New homes with short front yard setbacks are directly across Rt. 355, so impact and compatibility may be concerns</li> <li>Would have to dedicate Observation Dr. and Roberts Tavern ROW</li> <li>Access depends on future road construction - Observation Dr. is in CIP and Roberts Tavern is in facility planning in FY09</li> <li>Access to Rt 355 has problematic site lines to the south</li> <li>Main egress via Roberts Tavern Drive would be preferable</li> <li>Extra land remaining for possible affordable housing</li> </ul>

ATTACHMENT #6

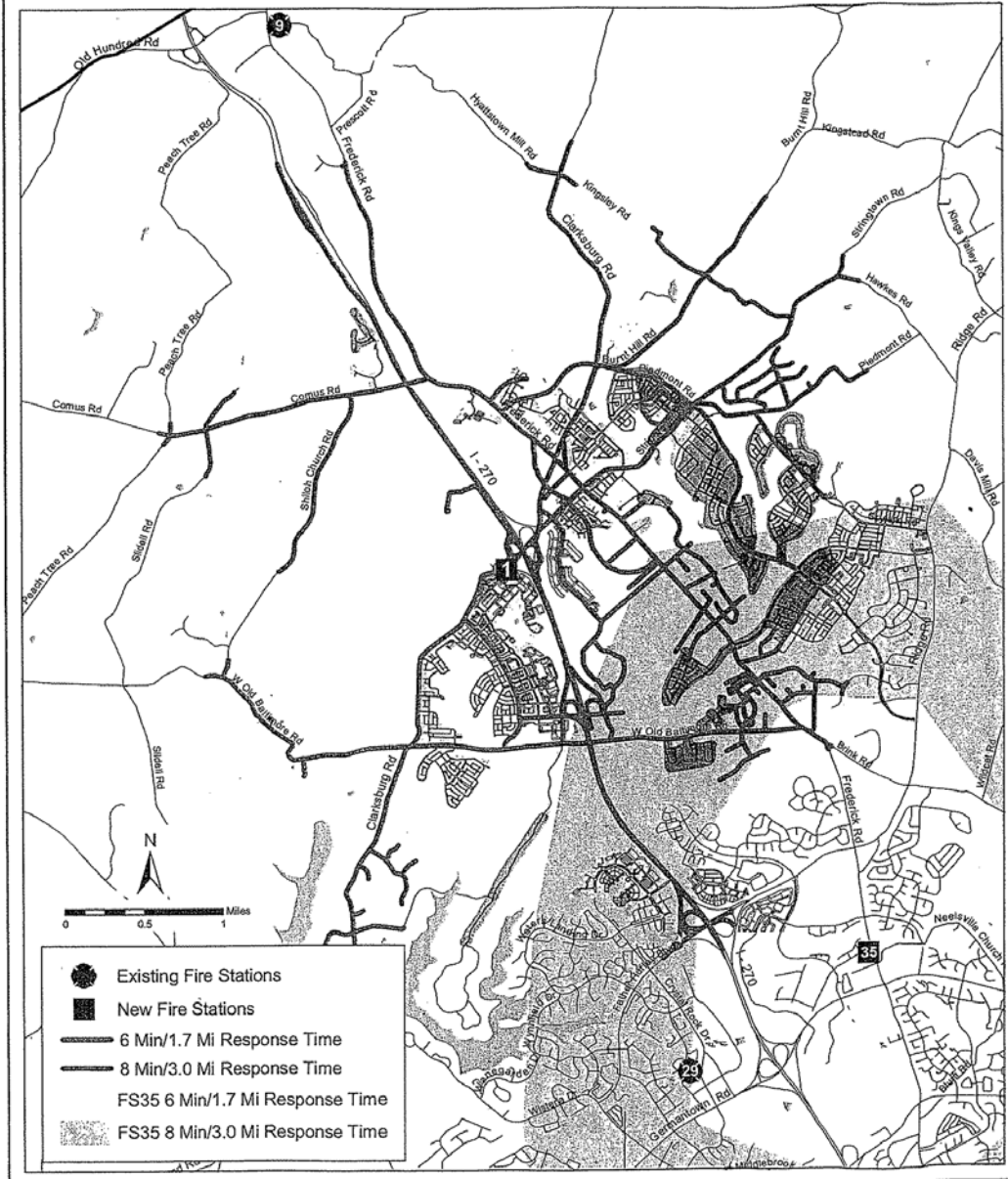


### Clarksburg Fire Station:



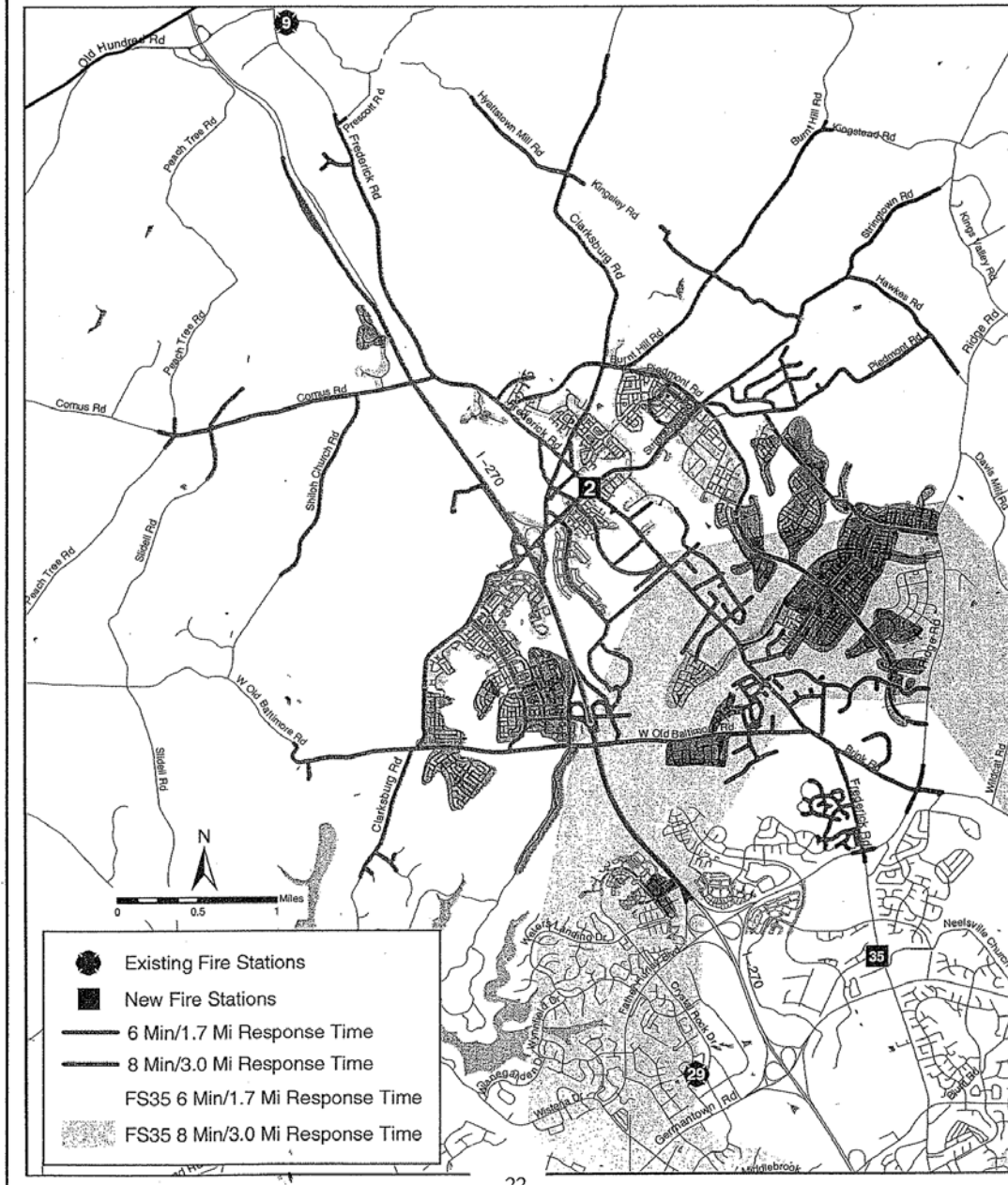
ATTACHMENT # 7b

Clarksburg Fire Station:  
Response Time From Proposed Site #1  
Clarksburg Rd and Whelan Ln



ATTACHMENT # 7c

Clarksburg Fire Station:  
Response Time From Proposed Site #2  
Frederick Rd and Stringtown Rd



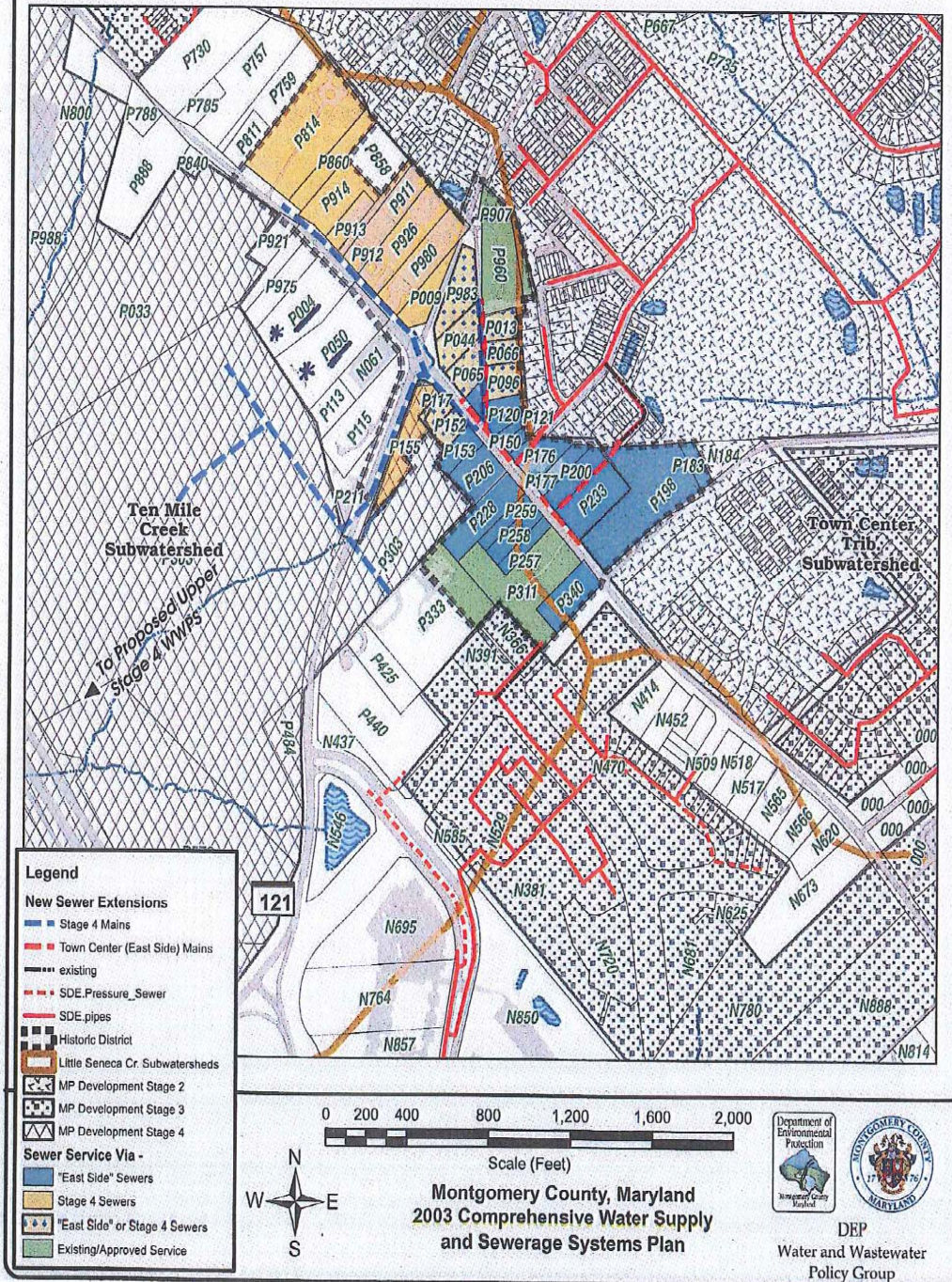


## Figure 54



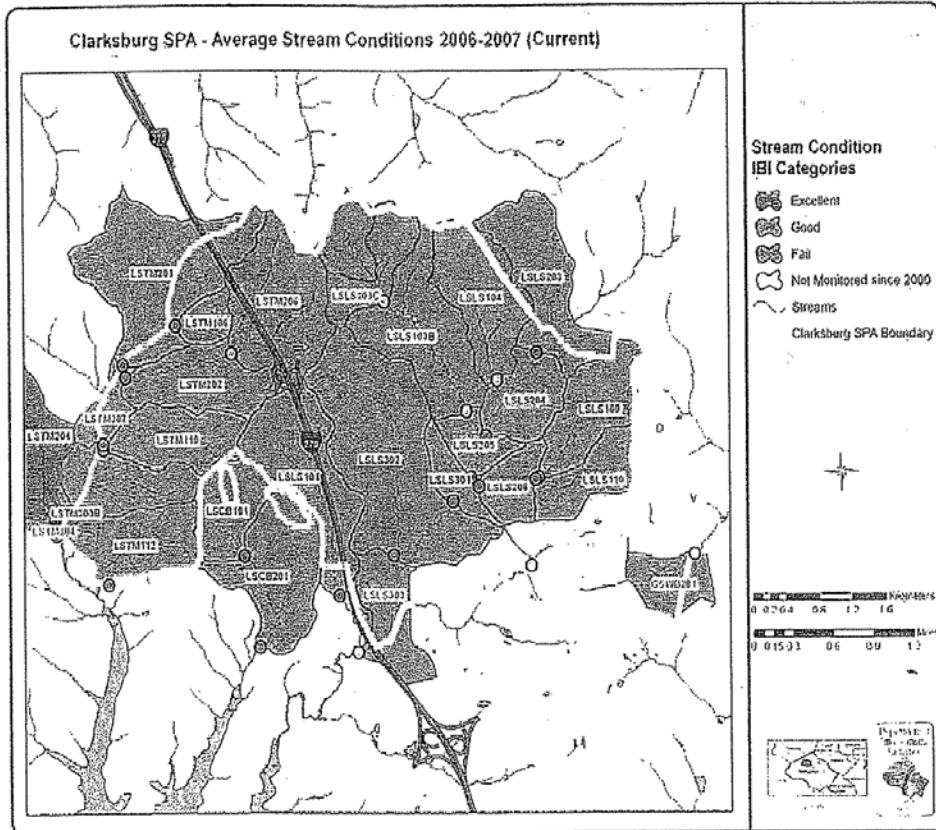


# Clarksburg Historic District: Public Sewer Service Options





## ATTACHMENT # 10



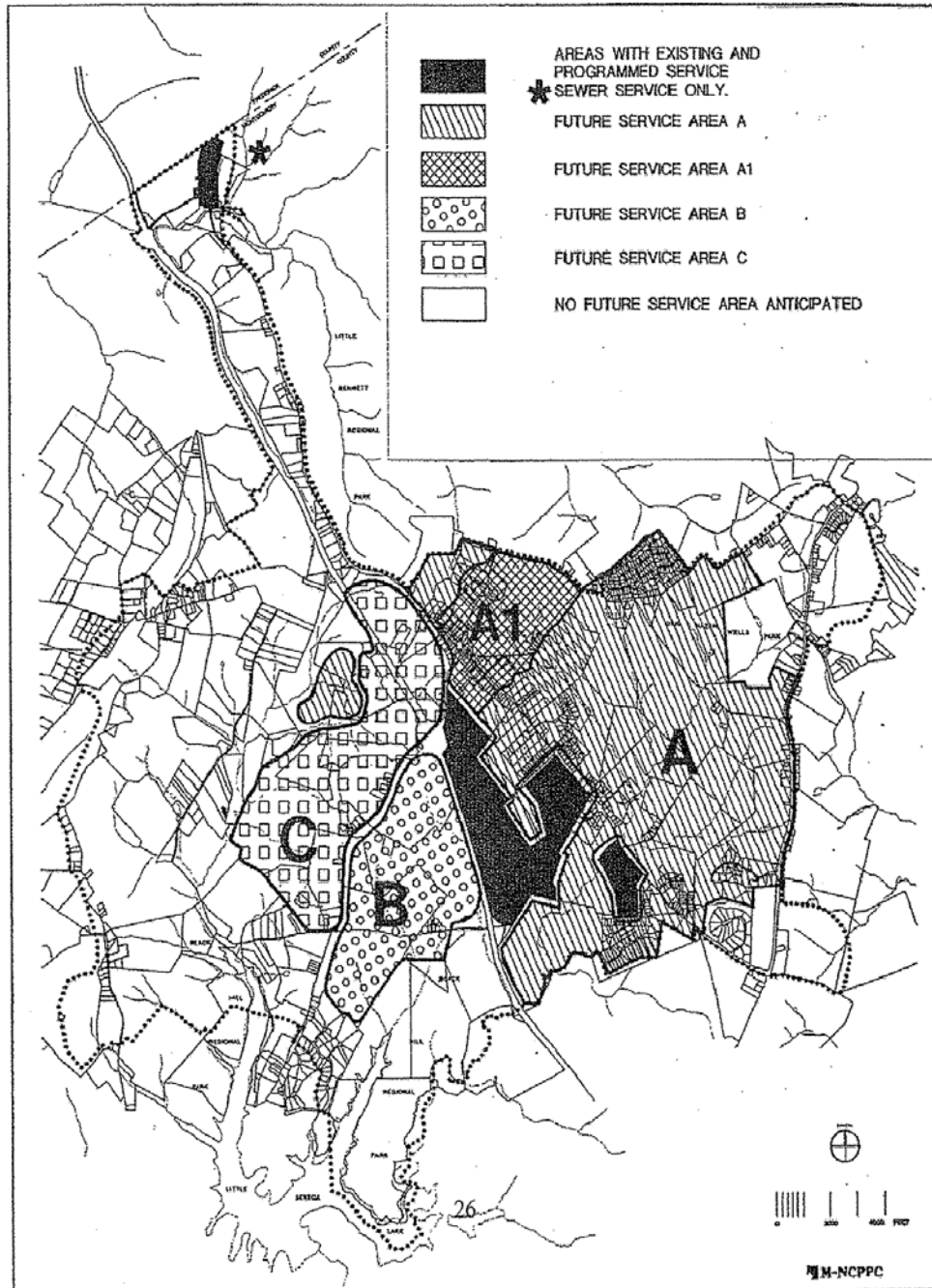
Source: *Special Protection Area Annual Report 2007*.

### Current Status of Sewer and Water Service

**Town Center:** Properties in the Town Center outside of Stage 4 are all approved for public sewer service as part of the general category map amendments approved for Development Stages 2 and 3. This area is served by gravity extensions from the Little Seneca Trunk Sewer. Some nearby projects in the Town Center District—primarily those across Clarksburg Rd. in Little Bennett Creek—use grinder pressure systems to pump over into the town center gravity mains. Properties in the Ten Mile Creek watershed in Stage 3—including those in the Historic District and the proposed fire station site—generally have conditional approval for sewer service, as established under the general category map amendment for Stage 3. Final approval depends on confirmation that WSSC can provide sewer service using only CIP-approved capital projects. The Egan’s BBQ site has sewer service approval, but has not yet connected to the public sewer system, according to WSSC. The County approved public sewer service restricted to the existing picnic/catering operation.

# Recommended Sewer & Water Staging for Clarksburg

Figure 51

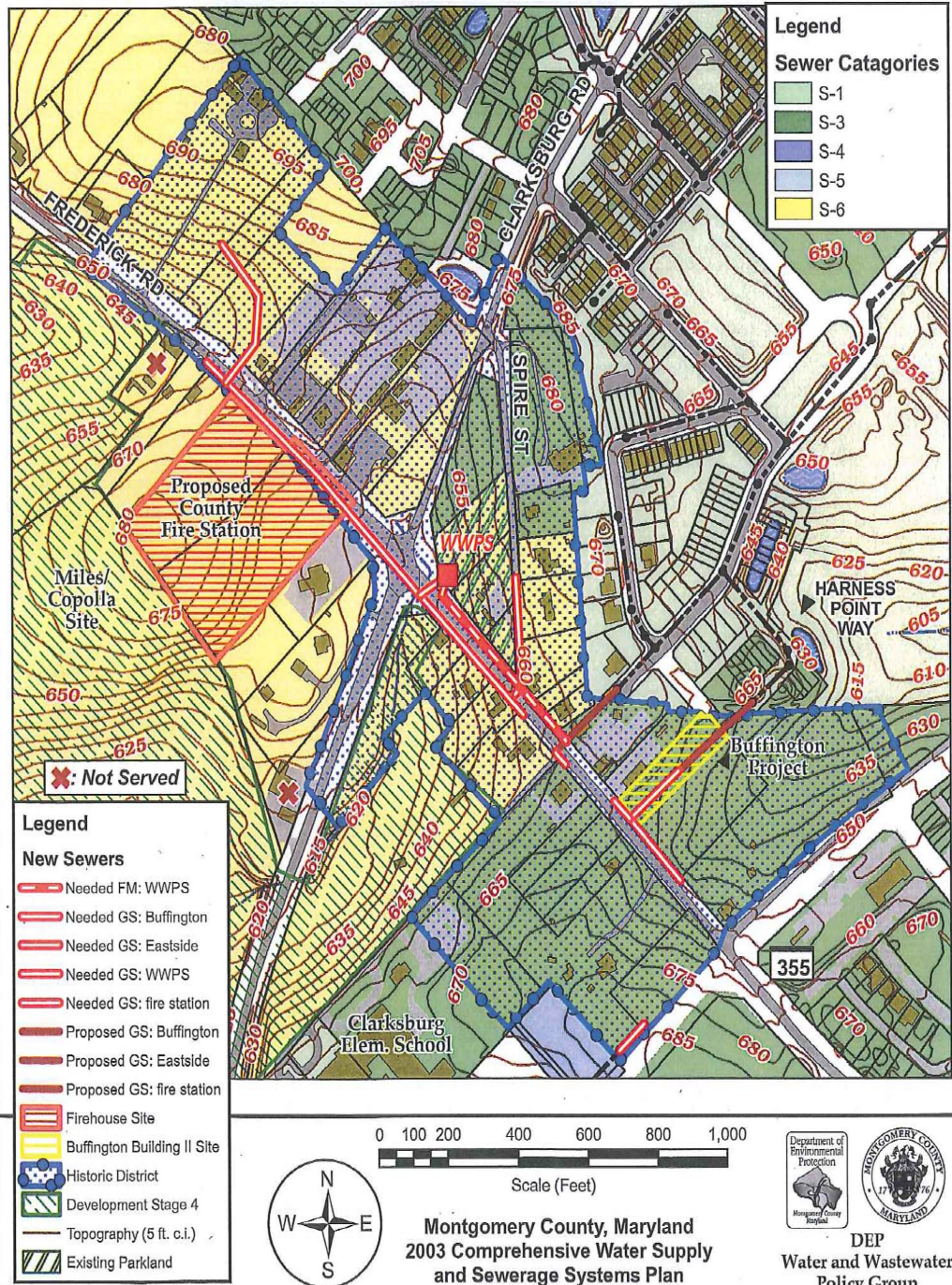


Clarksburg Master Plan and Hyattstown Special Study Area  
APPROVED AND ADOPTED JUNE 1994

MARYLAND-NATIONAL CAPITAL  
PARK & PLANNING  
COMMISSION



# **Sewer Service Area Categories Map: General Inquiries/Research Projects** **WWPS Serves Northern Historic District Properties & Fire Station**



(1/15/10) O:\wwteam\ccrs-pas\arcmap=water-sewer=research.mxd



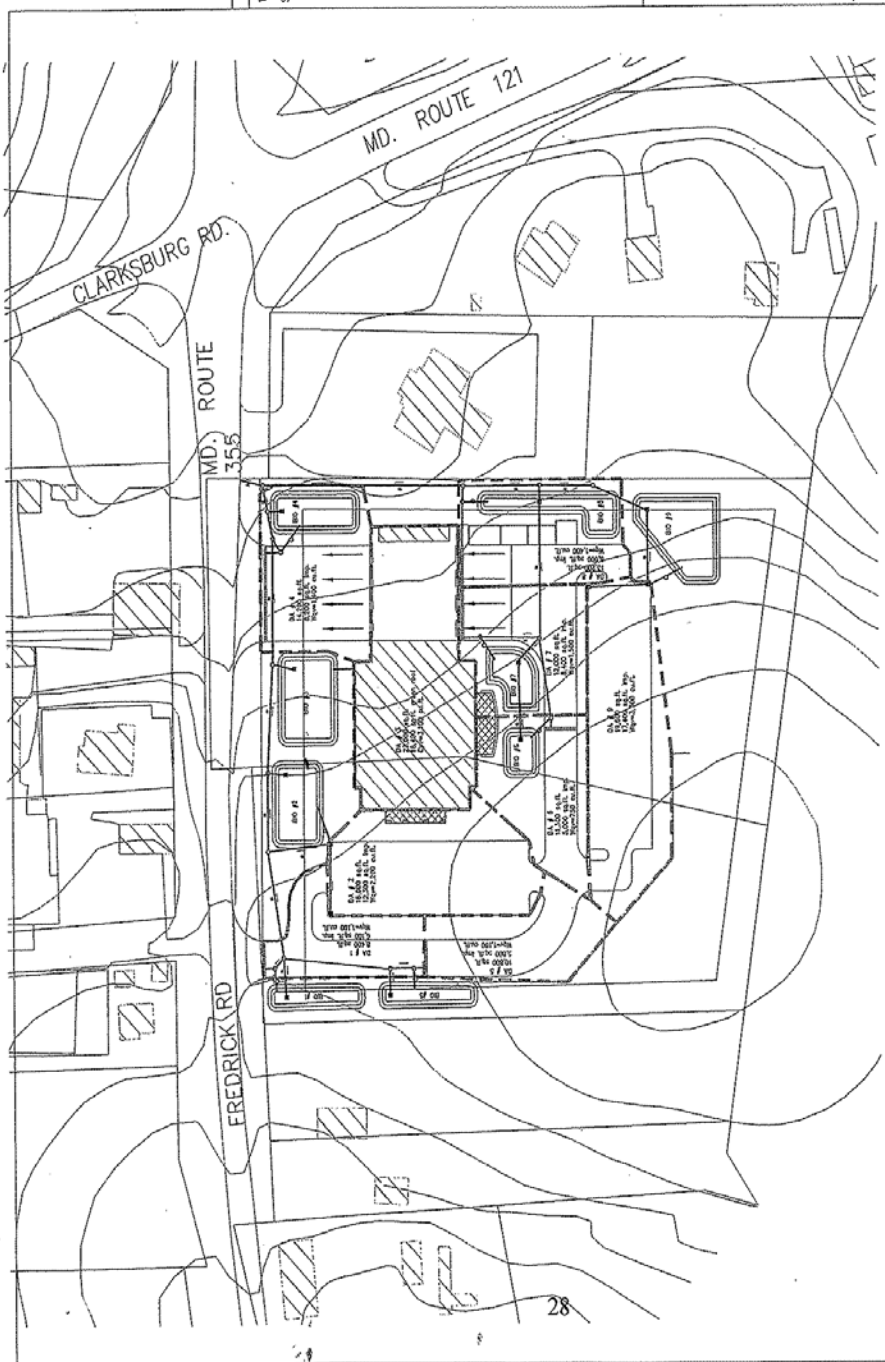
NORTH : 1"=100'

NOTES

- 1.) 12/10/09 Schematic
- SCHEME 3

ATTACHMENT # 13

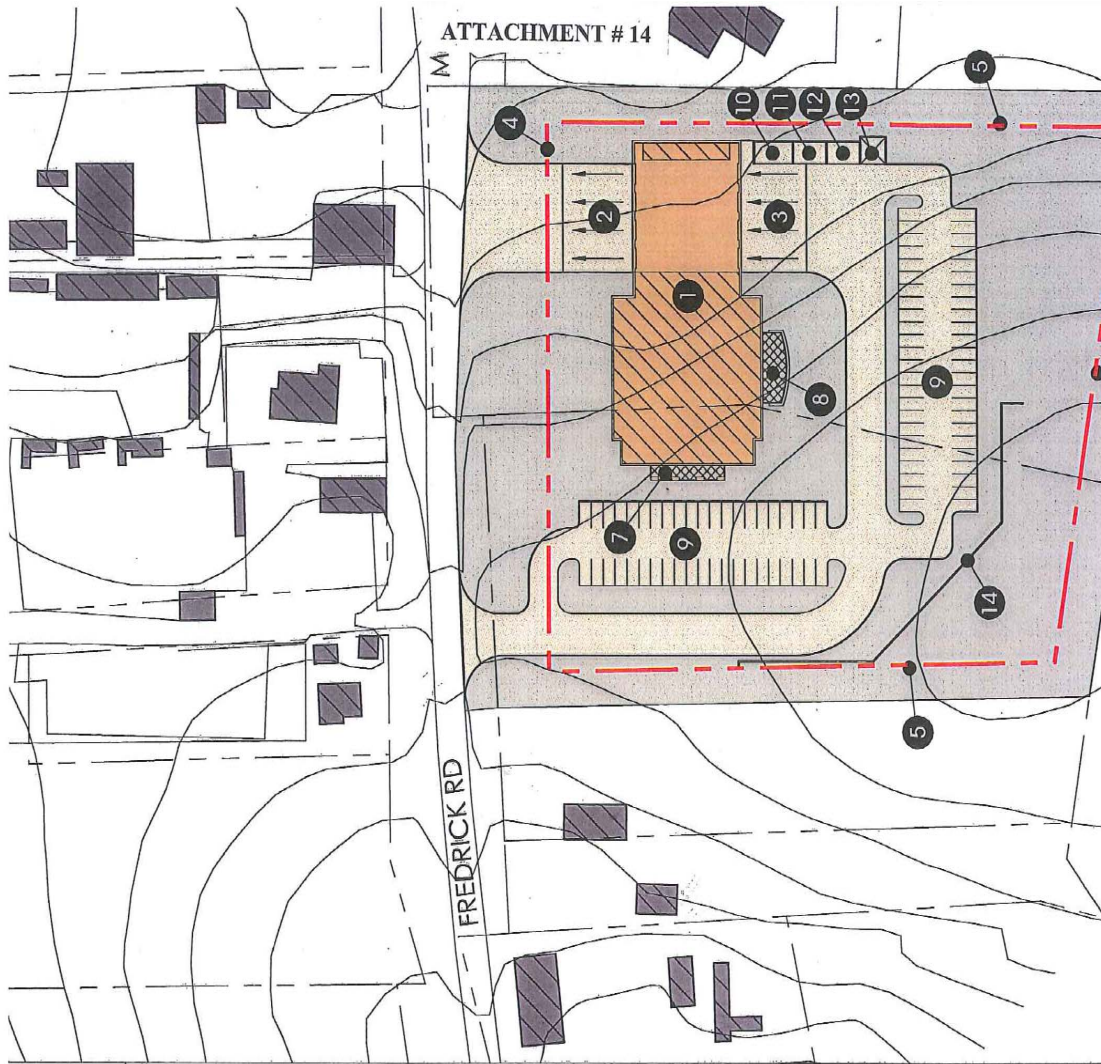
CLARKSBURG  
FIRE STATION  
Montgomery County  
Maryland  
1"=100' DATE: 12/10/09  
SHEET 3 OF 3





CLARKSBURG FIRE STATION FEASIBILITY STUDY  
1 STOREY, 4 DRIVE THROUGH BAYS  
SCHEME 3

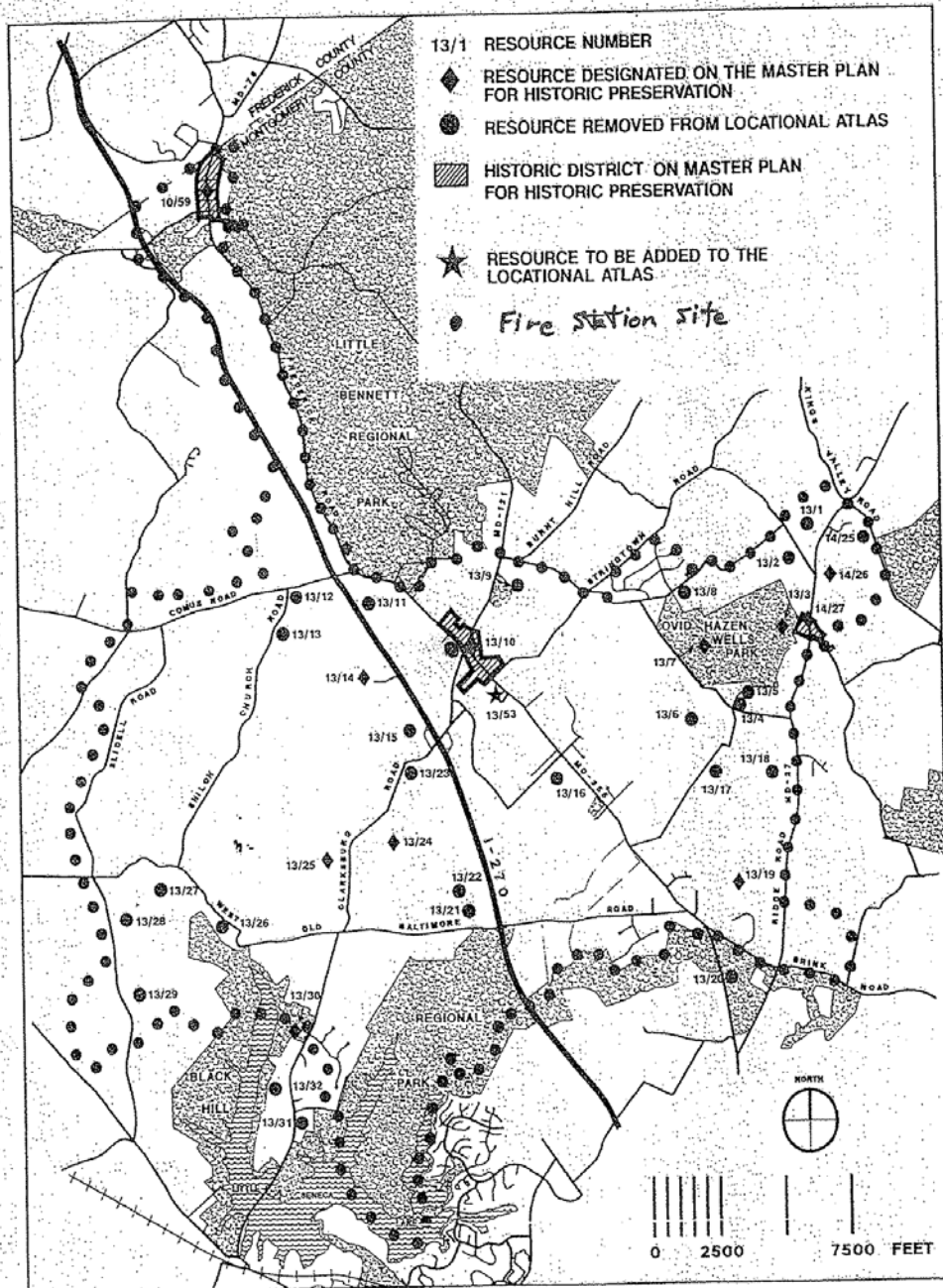
- 1 22,600 SF, 4 BAY FIRE STATION
- 2 RESPONSE APRON
- 3 RETURN APRON
- 4 40' FRONT SETBACK
- 5 25' SIDE SETBACK
- 6 30' REAR SETBACK
- 7 ENTRY
- 8 PATIO
- 9 PARKING
- 10 TRANSFORMER
- 11 FUEL STORAGE/FUEL PUMP
- 12 GENERATOR
- 13 DUMPSTER
- 14 RETAINING WALL



## Historic Resources

ATTACHMENT #15

Figure 50



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Clarksburg Master Plan and Hyattstown Special Study Area

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